



5-STAR SAFETY RATINGS FOR THE FUTURE



NCAP Tomorrow Announcement Press Event Questions and Answers December 8, 2015

Why is NHTSA proposing changes to the 5-Star Safety Ratings?

The agency is revolutionizing the way it crash-tests cars and rates vehicles to promote a higher standard of safety by putting powerful knowledge in the hands of consumers. Today's cars are the safest ever. But new technologies offer the promise of even better protection for consumers. The ratings will, for the first time, fully include ratings of technologies designed to prevent crashes from occurring at all. The updated 5-Star Safety Ratings will include new crash tests to measure how well vehicles protect people in angled crashes, and new crash dummies that better measure how much protection people get in a crash.

Consumers will get this information in the familiar, easier to understand 5-Star Safety Ratings.

What changes does NHTSA propose to make to the 5-Star Safety Ratings?

NHTSA proposes to provide more and improved information for determining a vehicle's 5-Star Safety Ratings. The improved ratings system would provide an overall star rating and individual star ratings for crashworthiness, crash avoidance, and pedestrian protection categories. This means NHTSA's 5-Star Safety Ratings will reflect more vehicle safety attributes than ever before.

What kinds of information does NHTSA plan to collect in the 5-Star Safety Ratings for the Future?

The new and improved information will include:

- Information on a vehicle's ability to protect rear-seat occupants in a frontal crash based on the addition of a 5th percentile female dummy in a full frontal crash test to enhance safety for rear-seat occupants.
 - A frontal oblique offset crash test that measures how well vehicles protect occupants in an angled crash.
 - Frontal oblique crashes continue to result in deaths and serious injuries despite seat belt use, air bags, and crashworthy structures of late-model vehicles.
- Use of new, more human-like crash test dummies to better predict injuries to various areas of the body in full frontal and frontal oblique crashes as well as side impact barrier and side impact pole crashes.



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- New and expanded information about the risk of injury to the chest, abdomen, lower spine, and brain through the use of new injury criteria and the use of new state-of-the-art crash test dummies to record information about these body regions in crash tests.
- A new rating for crash avoidance and advanced technology systems that will be based on whether or not a vehicle is equipped with one or more of nine types of technologies and the performance of those technologies. A vehicle's rollover resistance rating will also be included.
- A new pedestrian 5-star rating that will be based on new tests to determine how well vehicles minimize injuries and fatalities to pedestrians. The rating will also reflect whether or not a vehicle is equipped with—and the performance of—Pedestrian Automatic Emergency Braking and/or Rear Automatic Braking systems.

Why are these changes significant?

The changes NHTSA proposes mean that the *5-Star Safety Ratings* (1 to 5 stars) given to new vehicles on Safercar.gov will reflect more vehicle safety characteristics. For their vehicles to achieve high 5-Star Safety Ratings, manufacturers will need to account for more types of crashes, more kinds of potential injuries to vehicle occupants as well as pedestrians, and technological approaches to avoiding or mitigating crashes in the first place. The result will be new incentives for vehicle manufacturers to produce safer vehicles.

How will the new 5-Star Safety Ratings system change from the existing system?

There will be two new 5-Star Safety Ratings categories, one to indicate the extent to which a vehicle is equipped with advanced crash avoidance technologies and other features that NHTSA believes can prevent or mitigate crashes; the other to reflect a vehicle's ability to mitigate the effects of crashes involving pedestrians.

In addition, a new frontal oblique crash test will be added to the crashworthiness 5-Star Safety Ratings category.

Although other changes will not be visible, their effect will be equally significant. New and expanded information will be incorporated into the factors that go into determining frontal crash, side crash and rollover resistance scores. This information will be derived from more sophisticated test data from two more-refined crash test dummies, new data on the risk of injuries to body parts that have not previously been evaluated in NCAP, and an updated rollover resistance assessment.

When will the changes take effect?

NHTSA plans to implement these enhancements to the 5-Star Safety Ratings in 2018, beginning with Model Year 2019 and newer vehicles manufactured on or after January 1, 2018.



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How will advanced technologies make my car safer?

Advanced technologies perform a variety of functions, from alerting the driver to a potential crash, to enhancing the driver's ability to see the road ahead and to signal other drivers of an intended vehicle maneuver, to actually intervening by applying or supplementing braking to help avoid or mitigate an impact with another vehicle or a pedestrian. The technologies that NHTSA believes offer drivers the most potential for avoiding or mitigating crashes are those that:

- Prevent rear-end crashes – Forward Collision Warning and Automatic Emergency Braking (AEB) in the form of Crash Imminent Braking (CIB) and/or Dynamic Brake Support (DBS);
- Improve driving-related visibility – High performing lower beam headlights, semi-automatic headlamp beam switching, and amber rear turn signal lamps;
- Enhance driver awareness – Lane Departure Warning and Blind Spot Detection; and
- Prevent pedestrian impacts – Frontal Pedestrian Automatic Emergency Braking and Rear Automatic Braking.

If I am buying a new car, why should I be concerned about people outside my vehicle?

In 2013, the most recent year for which complete data is available, 4,735 pedestrians were killed in traffic-related crashes. NHTSA believes it is important for new-car buyers to have the option to consider vehicles that are equipped with safety technologies they believe will be most beneficial. Providing consumers with vehicle safety information through NHTSA's 5-Star Safety Ratings will incentivize vehicle manufacturers to incorporate various new or improved safety features—including advanced pedestrian-protection technologies in vehicles.

Are the 5-Star Safety Ratings for my car going to change?

No. NHTSA will not be changing the ratings of vehicles already rated under the current 5-Star Safety Ratings program. The proposed 5-Star Safety Ratings system would apply to Model Year 2019 vehicles and beyond that are manufactured on or after January 1, 2018.

Will I be able to compare ratings based on the current 5-Star Safety Ratings with ratings under the anticipated new system? If not, why?

The proposed 5-Star Safety Ratings for the Future will use more and better information to determine a vehicle's ratings, so you should not compare 5-Star Safety Ratings under the current system to 5-Star Safety Ratings under the proposed approach. The 5-Star Safety Ratings tell consumers how safe a vehicle is when compared to other similar vehicles rated under the same system. Because of the many enhancements to the rating system described above, it will not be possible to compare vehicles rated under the new system with vehicles rated under the current system.



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Are vehicles rated under the current 5-Star Safety Rating System still safe?

Vehicles with high ratings under the current 5-Star Safety Ratings system have safety features that exceed Federal Motor Vehicle Safety Standard (FMVSS) requirements. Vehicles rated highly under the anticipated 5-Star Safety Ratings system will also exceed FMVSS requirements and the high ratings will signify that the vehicle has even more safety attributes than vehicles previously rated highly under the current 5-Star Safety Ratings system.

All vehicles sold in the United States must comply with all applicable FMVSSs. These standards assure a minimum level of vehicle safety. The purpose of the 5-Star Safety Ratings system is to encourage vehicle manufacturers to design vehicles that exceed FMVSSs and to consider incorporating into the designs of the vehicles they produce, safety features that may not now be required by FMVSSs.

How can I send my suggestions about the program upgrade to NHTSA?

Instructions for submitting comments are as follows:

- *Federal Rulemaking Portal:* www.regulations.gov. Follow the online instructions for submitting comments.
- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.
- *Hand Delivery:* 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC, between 9 a.m. and 5 p.m. EST, Monday through Friday, except Federal Holidays.

The notice will be made available on NHTSA's website immediately following this announcement and in the Federal Register soon after. The purpose of today's announcement is to solicit comments from any member of the public who is interested in providing input on the agency's plans for NCAP.